

MOTOR RACING

and
Economy Car News

8th Year - No. 1 - Culver City, Calif.

Nov. 16-23, 1962

(Published bi-weekly except last issue of calendar year)

25¢



DON'T CRY, DEAR -- That's what Denise McCluggage, America's foremost woman driver, seems to be saying to Juan Manuel Fangio, five-time world's champion from Argentina, as famous Stirling Moss chuckles. Actually, the retired kingpin is removing dirt from his eyes after the race (top photo) during the BMC-

MOTORACING Photo by Gus V. Vignolle
Hambro Operation 850 Plus at Carmel Valley, Calif., Nov. 13. In this blast of the Austin-Coopers, Pedro Rodriguez goes through 'on the inside, showering Fangio with dirt. Pedro went on to win, with Ronnie Bucknum 2nd and the blinking Fangio 3rd. (Other photos, page 5;-- read VIGNETTES starting on page 1.)

Praise For Hauser's Story On Penske's Car

Editor's Note---The response was quick and pointed to Eric Hauser's story condemning the Roger Penske single-seater "sports car" after its wins at Riverside and Laguna Seca. The following telegram to MOTORACING best sums up the general feeling of readers:

DEAR GUS---ERIC HAUSER ARTICLE ON PENSKE'S CAR WITHOUT QUESTION ONE OF THE MOST PENETRATING AND MOST ANALYTICAL DISCUSSIONS OF A CONTROVERSIAL SPORTS CAR THAT HAS EVER BEEN WRITTEN STOP HAUSER HAS WRITTEN A MASTERFUL ANALYSIS OF A PERSON AND CAR THAT IS BEING DISCUSSED NATIONALLY STOP HIS CONCLUSION I BELIEVE REPRESENTS THINKING OF THE VAST MAJORITY OF SPORTS CAR ENTHUSIASTS STOP TELL HIM TO KEEP UP THE GOOD WORK BECAUSE HIS TYPE OF WRITING IS WHAT WE NEED STOP PENSKE'S WIN AT PUERTO RICO YES-TERDAY SIMPLY ADDS FUEL TO THE FIRE STOP

B. H. SPENCER
SPENCER BUICK INC.
3700 GEARY BLVD., SAN FRANCISCO
(See other letters on Page 2)

General Meeting Called for Dec. 13 to Vote on Merger

BY GUS V. VIGNOLLE
MOTORACING War Correspondent

The latest on the battle lines of the warring Cal Club region of SCCA and US Sports Car Club (USAC), formerly LA SCCA here---

The Pomona races, staged by USSCC last week-end, were non-approved by SCCA, but they still had about 150 entries. (The USSCC July-Aug. Pomona races, supported by the Cal Club, had around 200 entries; tops for this course is between 225-250).

Five entries pulled out at the last minute.

Leading local lights, such as Ken Miles, Bill Krause, Ronnie Bucknum, etc., were missing.

Cal Club had a practice session at Riverside at the same time these races were underway.

Bucknum, highest scorer in the SCCA Pacific Coast standings, pulled out because of the rumor he would be deprived of his laurels if he raced and also would jeopardize his Sebring entry.

It was learned that Westport could not black-flag him this year, but it can happen in 1963.

The Westport Pharaohs cagily have been steering clear of most of the local beef. They are referring disciplinary action, if any, to the regions involved.

Fear of a ban in 1963 SCCA races---and an attempt to ruin the Pomona races at the same time---is what kept drivers who raced there last July-Aug. from the Nov. 17-8 races.

A group of 148, most of them drivers, met and formed the Assn. of Racing Drivers. The meet was called by Dick Bame, a driver. Voted to the executive committee were Bame, chairman, and Pete Brock, Bill Young, Doug Hooper, Frank Copeland, Chic Vandagriff and Jerry Titus.

This group sent the following wire to CSCC and USSCC: "THE ASSN. OF RACING DRIVERS BY UNANIMOUS DECISION HAS DECIDED TO SUPPORT THE POMONA RACES NOV. 17-18 AND STRONGLY URGES FURTHER ACTION ON MERGER BETWEEN CSCC AND USSCC."

But many of the locals, never known for their firmness, did not abide by this decision. They tried to offer other interpretations for the word "support."

Vandagriff, unselfishly giving of his time and effort, is seeking a letter from the boards of both clubs that they will seriously strive for a merger.

USSCC said it would back the move to consummate the merger as originally outlined. The Cal Club, in a notice to all members, expressed intent of working toward the merger in new and revolutionary "democratic action."

The drivers' group was to meet Nov. 25 for a firm, ironclad plan of action that will come to a head Dec. 13 at the Musicians Union

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Fantastic So. American Victory by Two Girls



Photo by Wolfgang Grilk

TITANIC FEAT---One of the most incredible accomplishments in the history of road racing was credited to the feminine Swedish team of Ewy Rosqvist and Ursula Wirth, who drove a Mercedes-Benz 220SE to victory. The six-stage race, held in Argentina Oct. 25-Nov. 4, covered 2856mi. Only 43 cars finished out of a starting field of 286. Here, the girls blast through a high mountainous gravel trail.

BOLDT WINS AT POMONA

POMONA, Calif., Nov. 18---It is no joke that a few months ago Bill Boldt of Torrance was pinched for driving his beer truck too slowly.

But today at the LA County Fairgrounds 1.85mi. course here he didn't dilly-dally. He won the 20-lapper for modifieds in his huge 7015cc Kurtis-Pontiac Spl. sponsored by the So. Calif. Teamsters Local 692. There is no truth to the rumble that James Hoffa was in his pit.

Boldt averaged 79.8mph, just a shade under his winning average yesterday. He led all the way and finished 12sec. ahead of Ak Miller, Whittier. Doug Hooper,

(continued on Pg. 2)

FOUR KILLED IN CRASHES

Brutal 2856-Mi. Argentina Race ---and at End Two Gals Win It!

BY CONSTANTINO LAMERA

Special to MOTORACING

BUENOS AIRES, Nov. 4---They are singing the praises of two Swedish girls here today that will echo through the annals of road racing. They are even momentarily forgetting the name of the immortal five-time world's champion, Juan Manuel Fangio of nearby Balcarce.

For today, Ewy Rosqvist and Ursula Wirth of Sweden, driving a factory-entered Mercedes-Benz 220SE sedan, won the Gran Premio Internacional Standard Argentina road race of 2856 grueling miles that began here on Oct. 25.

They won all six stages in record time. This had never been done before.

A massive field of 286 cars started in this capital city on Oct. 25---and only 43 cars finished. There were many accidents. Horrible rainstorms shattered the field and, before

(continued on Pg. 6)

Letters to MotoRacing

RACES IN SPITE OF THEM

Now you know why I bought a Form. 1 car. I knew that sooner or later the so-called sports car would become so modified that no one could tell what was or what was not.

At this time I hoped that all pro races would consist of a Form. Jr. race and a main event of Form. Intercontinental cars, which would pit the best of Europe against the best of the USA for \$\$\$\$\$, NO PURSE TO BE DIVIDED into umpteen classes.

This storm over Penske's car is the best thing that could happen to the so-called sport of road racing.

Now maybe the USAC will drop the local free-loading rally group politicians like the Cal Club and SCCA, and then sponsor some real racing in fast-fast, one-seat, open-wheel Formula cars.

Contrary to Eric Hauser, pro racing is not a sport; it is a cruel, hard-hearted money-making proposition --- and TS for the hindmost.

Why have big, no-result controversial races. Let's go pro Intercontinental. To understand the Formula, write to Henry Banks, director of competition, United States Auto Club, Indianapolis, Ind., and ask for Supplement to Appendix B, USAC Official Competition Rules.

DAN (DER BARON)
VON HERMAN

Sebastopol, Calif.

P.S.: To make it clear, I never raced because of SCCA or Cal Club. I managed to race in spite of them.

CAN'T ARGUE WITH USAC

... Regarding Penske's controversial car: ... after all, the car passed a technical inspection and, as in the stock car race at Riverside in March, the

tech inspectors couldn't see Roger Penske's car had only one seat, the same as the stock car had no inner skirts ... So you are fighting a losing battle, Eric, saying the USAC boys made a bobble. They make the rules as they go along to make the Prima Donna boys happy. They run all the USAC races in the country, so if they had to run by the "Official Competition Rules," they might as well have stayed home ...

NAME WITHHELD BY REQUEST
Los Angeles

SPEAK A DIFFERENT LANGUAGE

After reading your reply to my letter, I think that we must speak a different type of English. To me and most of my racing friends, to be accused of "nerfing" is an ugly charge, not taken lightly by anyone --- especially anyone not guilty of it.

You also misunderstood my English when I pointed out that MY CAR'S performance--not my own--is superior. I am primarily a mechanic. Just to illustrate this point, in the Six-Hour Enduro, my co-driver, Rick Paddock, turned consistently better lap times in my car.

Thanks for your interest and your kind advice --- sorry I misunderstood you.

INGVAR LINDQVIST
Culver City, Calif.

P.S.: I enjoyed very much and agree wholeheartedly with Eric Hauser's article.

MORE ON LINDQVIST

Like a pistol shot, Ingvar Lindqvist's class H prestige will tumble from the sky when a smart official says, "Tear him down!"

This guy is just going too fast to be a class H modified. You

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just don't go that fast with 750cc unless you have an OSCA and THEN you are talking about something ... It will be interesting to find out what Lindqvist is actually running in that engine... Once, at a race after finishing first in H, he asked me how his performance was. I said, "Astounding, considering you can't drive!!!"

NAME WITHHELD BY REQUEST
Santa Monica, Calif.

THIS IS WHAT WE LIKE

Please enter my subscription for one year to MOTOR RACING. Have enjoyed reading your paper whenever I have gotten copies in the past ... I enjoy your column and your West Coast coverage.

DR. E. L. DOYLE
Hawthorne, Calif.

POMONA RACES

(continued from Pg. 1)

La Crescenza, who won the big production car race both days, was 3rd, one lap and 47sec. behind Boldt. He drove Mickey Thompson's Corvette Sting Ray.

Bob Edmison, Lister-Corvette, was 4th; Bill Watkins, Cooper Climax, 5th. Ten of the 18 starters finished.

Thompson's Sting Ray attracted most of the attention. Hooper started dead last in the feature, driving the car he scored with in the recent 3hr. Riverside enduro. He closed to 4th by end of the 1st lap, but then had brake trouble and other woes and dropped back.

He spun once coming out of turn 3, then stopped to check the tires.

Hooper won the production car race with ease---89sec. over R.H. Guldstrand and Don Meline, both in Corvettes. His average for the 15-lapper was 78.75mph.

The highlight here was the duel between Meline and Bob Kirby, in a Porsche, who finished 4th. They changed positions a number of times, with Meline finally nailing Kirby on the main straight.

Jerry Titus was leading the DEF production race in a Sunbeam Alpine when he was forced out with a broken clutch. Ken Gardner, Alfa Romeo, won, with George Cheyne, (driving the Chic Vandagriff-Ronnie Bucknam

(continued on Pg. 4)



NEW 1963 Valiant convertible--first ever offered by Valiant--is the lowest priced convertible compact offered in the industry. This car, off the assembly line in Detroit recently, was one of various Chrysler-Plymouth machines which auto editors last week drove to Palm Springs in a rally and also tested at Riverside Intl. Raceway. (Read VIGNETTES in this issue for additional details on these events, arranged by R.L. "Bob" Norwood of Chrysler-Plymouth. The preview received high praise.)



Economy Car News . . .

By MARGUERITE COOK

To New York by small car (continued from last issue).

It was a hot afternoon in September that I finally found myself outward bound on the San Bernardino Freeway, enroute to Tucson, 516 miles away.

Not liking to face blinding headlights on single lane roads, I laid over in a small motel near Brawley that night. Near Tucson, the next afternoon, I had to kick over to my emergency gas tank---one of the few times this happened on the trip. I made a habit of stopping every 200 miles for gas, and so consistently did I average around 30mpg that I almost always knew how much gas I needed (much to the surprise of both myself and the filling station attendant.)

I was staying with a young married couple in a trailer at Tucson and, upon my arrival, I was cheerfully told, "We really didn't expect you so soon. In fact, we really didn't think you'd make it at all. We were sure you would end up against a tree somewhere."

It was time for me to decide whether I was going to stop off in Oklahoma, going or coming, so we got out the maps and decided I should make Enid, Oklahoma, my next stop. My route took me through Salt River Canyon on U.S. 77, not too far from the White River Apache country, and it was a scenic drive I would have hated to miss---kind of an undeveloped Grand Canyon.

I had also my first taste of real mountain driving in my Volks. More people were to ask me how I ever got over mountains in a small car. I had to admit that I often found myself losing speed in fourth gear and chugged along in 3rd at 50 mph a great deal of the time but what makes people think that small cars can't negotiate mountains?

(Some dealers I met along the way told me that too many owners of VW transporters have to get new motors because they don't like to admit they can't make it in "high" and don't want to shift down.)

As I approached Enid, my second evening out from Tucson, I ran into a violent electrical and wind storm. This was one of the few times that being in a small car worried me. I could see the tree limbs bent back along the side of the road and wondered if I were in for a cyclone and, if so, had any small cars ever been upended by windstorms. As no tree limbs were being blown down, I assumed my Volks wouldn't either, but I was glad when I reached my friend's home in Enid. Here, Betsy, the girl with whom I had ridden to Enid two years previously, and her husband greeted me quite calmly, and oblivious to the raging storm, asked, "What took you so long?"

I took the Kansas turnpike part of the way North to my next stopping off place, Council Bluffs, Ia. This was my first experience with a turnpike, and I was to find travel, while swift on these roads, is also very monotonous. It is easy to understand why such signs as "keep awake and stay alive" are plastered about the turnpikes.

My first experience with the unpredictables of cross country, or any auto travel for that matter, came enroute from Iowa City to Davenport one cold morning a few days later. My speedometer began to squeal like mad, and if I had not known where the engine was, I really would have been worried.

I stopped at a Standard station at the highway junction just outside of Bettendorf and asked the tow-headed young attendant if anyone knew anything about VW's about there. "Sure," he said. "I do. I've got a '62."

He cheerfully informed me that perhaps the lubrication in my speedometer cable had stiffened up in the cold, and directed me to the R & I Garage in Bettendorf where he had just had some repairs done on his Volks. A spry little man emerged from beneath an Isetta, and opined I might need a new speedometer cable, but that it would be okay as soon as the sun got up higher.

As I was driving into colder weather and didn't want to go through all that squealing each morning, I suggested he change the cable. The engine had also been throwing oil, which bothered me a lot more. "Never saw a Volks do this," he admitted, but (continued on Pg. 7)

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Vignettes

BY GUS V. VIGNOLLE
KILLING PACE KEEPING UP WITH
THIS AUTOMOTIVE FANDANGO

Continued from Page 1

"Scotch, please." This question thoughtfully will be asked for two days. In charge of the liquid dept. are Hambro-BMC's RAY LONG, ED JOHNSON, GORDON WHITNEY and KEN LAMONT, plus Standard Airlines' beautiful stewardesses, JODY METZEN and ANN LEIGHTON. Overseeing the show and attending to everyone's needs is JIM ALEXANDER, the tireless and efficient ad and pubrel mgr. for LA Hambro.

5:30 p.m.---Arrival at Monterey airport.
5:45 p.m.---Busses leave for Casa Munras in Monterey.
6: p.m.---Arrival at Casa Munras
6:15 p.m.---A mammoth drinking party starts.
7:30 p.m.---A steak dinner fit for a monarch is served.
9 p.m.---The drivers, who are to race and demonstrate the new BMC cars on the morrow, arrive. They are JUAN MANUEL FANGIO, INNES IRELAND, DAN GURNEY, PEDRO RODRIGUEZ, DENISE MC CLUGGAGE, RODGER WARD, and PAT FLAHERTY (RONNIE BUCKNUM had been on the plane with us). Also on hand was STIRLING MOSS, the No. 1 attraction, who will be the starter.
9:30 p.m.---Moss does a tremendous Twist with leggy Miss BMC.
10 p.m.---The drivers leave. They are smart. The rest get smashed to the gills.

TUESDAY, NOV. 13

7 a.m.---The operator calls on the telephone. She says: "It is seven o'clock. Please be in the dining room at 7:30 for breakfast."

7:30 a.m.---Breakfast is served. Nobody recognizes anybody else.

8:55 a.m.---Two big busses, laden with redeyes, leave for the expansive, fabulous San Carlos Ranch deep in the enchanting Carmel Valley.

9:30 a.m.---Arrival at the ranch house, nestled at the bottom of a natural bowl, with soothing views of the surrounding hills in every direction. (The operating cattle ranch is owned by the children of the late ARTHUR OPPENHEIMER---MRS. JAMES W. RIEDEL, MRS. CLYDE G. WHELDEN and ARTHUR OPPENHEIMER II.)

9:45 a.m.---Grazing cattle and other fauna go about their business, unnerved by a swarm of 500 members of the press, TV, radio and BMC dealers and distributors.

10 a.m.---Coffee at the ranch house.

10:01 a.m.---Everybody wonders how they can latch onto a Bloody Mary. (They are told that there is no action in this department until after the demonstrations and races).

10:30 a.m.---We trudge about a mile (with trip-hammers flogging the skull) to a demonstration dirt race track of about 1-1/4 mi., built especially for this occasion (they said this alone cost some \$10,000).

10:35 a.m.---Moss horns in ahead of everybody and is the only one to make any headway with two gorgeous, leggy "Miss BMCs."

10:40 a.m.---Moss momentarily leaves girls and starts the first race of the famous drivers at the test course---the Austin 850s with the transversely-mounted engine and such punch that Moss lost his driver's license for a year for his antics in it.

Ward, still in a brace from his Riverside accident, wins it. Then come Ireland, Fangio and Bucknum.

ELEANOR WANTS AN INTRODUCTION

11:03 a.m.---ELEANOR MC PARTLAND, who does the sports car column for the MONTEREY HERALD, asks me to introduce her to Fangio and Moss. Many women get their jollies this way. She is thrilled.

11:08 a.m.---I renew acquaintance with Fangio and he tells me how criminal it was that the guard rail was so high at the Mexico City Autodrome, where RICARDO RODRIGUEZ was killed (it was the same deal as at Riverside, where PAT PIGOTT was killed after his car got wedged in).

11:15 a.m.---Race starts for the Austin Mini Coopers, deluxe high-performance version of the 850. Rodriguez is the winner, and he is followed by Bucknum and Fangio. Ireland flips one (he did the same at Lime Rock and Mosport, where this show had been staged before). Everybody is having a helluva good time. The head-pounding continues, however.

11:26 a.m.---Pedro Rodriguez tells me about the accident that killed his brother, Ricardo. He said it was not driver error and that the boy did not go in too hot. He said the right rear suspension of the Lotus broke and the car went sideways into the top guard rail on the banked turn. The car did not flip and it did not catch fire, as reported. Back section of the car was practically intact. Ricardo was going about 100 mph at the time. He flew out of the car and hit a post supporting the guard rail, dying instantly.

Pedro did not say he is quitting racing, but he will not race this year. In six months, when the shock wears off, he will make up his mind. (Purely personal: he will race again).

11:40 a.m.---The third race is on for the MG Sedans, the dashing new revolutionary car with hydrostatic suspension designed by ALEXANDER ISSIGONIS (of PININFARINA fame), transverse engine and front-wheel drive. This time Gurney is the winner, followed by Ireland and Bucknum.

NEHAMKIN FINDS MOSS IN THE TOOLIES

12:01 p.m.---Moss cannot be found to start the 4th and last race. Photographer LESTER NEHAMKIN finds him far away in the infield with "Miss BMC," whose shapely gams are now covered with an overcoat, since the weather is now typically San Francisco---foggy and colder than hell.

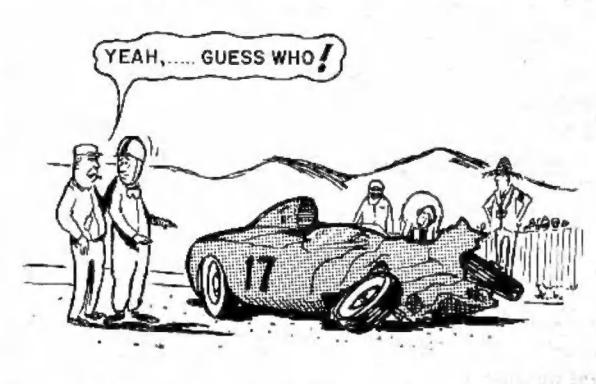
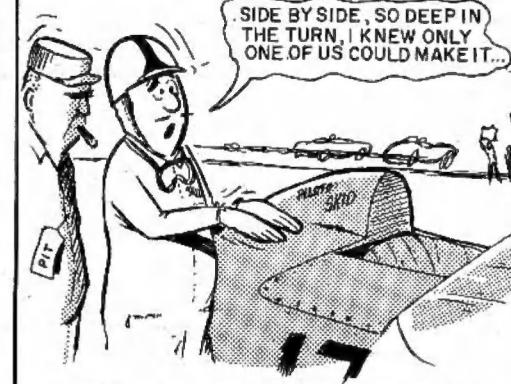
12:15 p.m.---The race for the new MGB starts, but not before the sartorially-elegant GRAY CREVELING, the SF drum-beater who with JIM ALEXANDER did a superb job on this deal, tells me that "the machine has everything the sports car connoisseur has ever looked for---1800cc engine for more power, speed, exceptional acceleration and more brisk performance through the gears."

The winner is Rodriguez. Fangio is 2nd, and Ward is 3rd.

12:20 p.m.---With the use of a crowbar, I manage to pry Moss loose from the girls and talk with him. He says he is coming along fine (he was critically injured in England last Easter Monday). He is abiding by the advice of his medics.

For the first time in all the years I have known him, he gets very angry. It is when he talks of the Puerto Rico race and he says

SKID WHEELER by PUCKETT



he is on the verge of filing a suit against DAVID ASH for saying he was going to race CARROLL SHELBY'S Ford-powered AC Cobra there. "It is not Carroll's fault at all," Moss cried. "I told Ash to cut it out, and even after that the story came out again that I would race the Cobra there. The bloody bloke! I'll still sue him!"

(Purely personal: Moss, as usual, was sharp as a whip, but he is not the Moss I knew in other years. I do not believe he will ever race in the big-time again).

12:25 p.m.---I have a nice chat with DENISE MC CLUGGAGE, the great woman driver and COMPETITION PRESS writer, and she tells me she believes the main reason Pedro Rodriguez is here is to tell the story of the crash that killed his brother. (Pedro gave me photos showing the broken suspension of the Lotus.)

AND THE BOOZE STARTS FLOWING AGAIN

12:30 p.m.---The Niagara of booze starts on the sweeping lawns surrounding the ranch house. Beautiful girls keep asking: "What will you have, sir?" No single glass is ever empty for more than 6secs.

12:59 p.m.---Two natty Englishmen, who I believe are GEORGE W. HARRIMAN, chairman of the board and managing director of BMC, Britain's giant auto firm, and H.J.L. SUFFIELD, managing director in No. America, tell me that of the three Operations 850 Plus held in this country and Canada, this one was by far the biggest, the best-conducted and easily the most successful.

1:08 p.m.---A mysterious beautiful blonde in a leopard-skin coat appears on the scene. While everybody inquires who she is, Moss collars her. Nobody can talk with Moss, although BERNARD CAHIER of SPORTS CAR GRAPHIC comes close. Moss is too busy with the oddbry.

1:30 p.m.---A stupendously lavish buffet luncheon is served in a huge tent adjacent to the ranch house. It consists of hot tenderloin of beef, hot baked capon, cold salmon, sea bass, Dungeness crab, hearts of artichoke, ling cod, turkey and ham, deviled eggs, potato salad, cole slaw, assorted relishes, olives, pickles, French pastries, assorted cheeses, fresh fruit, coffee, tea and soft drinks.

1:35 p.m.---PHIL BATH, the celebrated photographer from SPORTS ILLUSTRATED, who is seated at my left, digs into the hot tenderloin of beef and exclaims sorrowfully, "And my poor wife is home eating hot dogs." Photog LESTER NEHAMKIN, who is at my right, wonders why they don't have lox and bagels.

1:50 p.m.---WRC SHEDENHELM of SPORTS CAR GRAPHIC asks me if I'm going to rap the show. I tell him: "Of course, all this jack could go for advertising and are you aware of the fact that many people in other parts of the world have nothing to eat?" He agrees. (There were rumbles that the whole show, including bringing Fangio here from Argentina, and Moss and Ireland from London, Rodriguez from Mexico City, etc., plus what they paid them, cost variously from \$60,000 to \$178,000. I figure it cost them at least \$40,000 to bring and pay the drivers. It cost about \$10,000 just to build the course. The luncheon figured at about \$16 per person...the chartered plane...2 million gallons of booze...etc...etc...So you figure it out)

CORNETT A GENTLEMAN (?) OF THE PRESS

2:30 p.m.---I spot CHUCK CORNETT, the former Lotus driver. I ask him what the hell he is doing here, since I know he is not a BMC dealer. He tells me he is a Gentleman (?) of the Press and that he is now laboriously grinding out a sports car column for some sheet in Fresno. Chuck erroneously alludes to me as the World's No. 2 Freeholder. I didn't ask him who was No. 1. He must have took it for granted that I thought he was No. 1. He is wrong. That honor belongs to Shedenhelm.

2:45 p.m.---Eleanor Mc Partland asks me if I'd mind too much introducing her to Moss again. "Anyshing you shay," I answered. And I introduced her again. Moss asked me if I was "bloody well drunk." I told him I didn't know what I was, nor where I was. He said he was leaving here to Nassau for three or four days, to try and sell

(continued on Pg. 7)

Clubs Merge?

(continued from Pg. 1)
Hall, 817 No. Vine St., Hollywood.
Time: 7:30 p.m.

That is the date of a meeting called by the Cal Club, which said: "...responsibility of merger now lies with the membership." The meet is for all members of both clubs in good standing. They will decide whether or not they favor the merger, choice of affiliation (SCCA or USAC), name of the club and election of a board.

It is believed the membership count is approximately 450 to 150 in favor of the Cal Club---which may give you an indication of the way the thing will go.

So---everything hinges on the drivers' confab Nov. 25, and the joint club meet Dec. 13.

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WRITE ANGLES

Foreign Influence Has Improved Detroit Cars

By FRANK MASON



It could be true, as one of the leading enthusiasts' magazines says, that American cars are "technically ahead of anything from Europe." I lack the education, engineering background and specialized knowledge to dispute such an eminent authority, but . . .

If I ain't informed, I got nerve. And since MOTORACING has never hesitated to dive into anything controversial (about clubs, drivers, four-wheelers or single-seaters) I'll write what I think.

I also got eyes. I see the cars, read the ads. MOTORACING and its indulgent editor provide an outlet for reporting what I observe.

American cars, and Madison Avenue advertisements of them, indicate to me that European design and engineering are the dominating features of today's Detroit products. If American cars are indeed "technically ahead," why do the cars and the ads show so much European influence?

Even the name "sports model" applied to many Detroit cars conveys to me some sort of European overtone. What, for instance, is American about LE MANS, MONZA, GRAND PRIX?

DETROIT STICK SHIFTS

Only a few years ago drivers of "Detroit Iron" were ridiculing four-speed stick-shift gearboxes on the imports. Now they are demanding them, and paying extra for what they used to deride. Same goes for bucket seats, tachometers, disc brakes, improved suspensions and a long list of other things positively missing from American cars until the imports proved how desirable they were. Drivers here are now converted and Detroit has been forced by "insistent" demand to offer many distinctly European features either built in or as "optional extras."

And if the cars themselves and the frantic ads don't convince you that European engineering and design are miles ahead of Detroit, here is a clincher:

100 PER CENT AMERICAN

The Ford Motor Co. has an engineering staff of more than 10,000 who spend a million dollars a year for office supplies, like pencils and paper. Among the accomplishments of this million-dollar crew was the Edsel, which flopped about a quarter-billion dollars' worth.

The Edsel was introduced with one of the biggest and most expensive public relations campaigns in history, which induced thousands to visit the showrooms. But they weren't buying. You see, by that time they had been exposed to imported cars, and the Edsel was 100 per cent American:

FORD AT INDY

Now Ford wants to invade Indianapolis next Memorial Day. So what? COLIN CHAPMAN, the Englishman of Lotus fame, is to build two racing cars for Ford—they want something with a chance of competing with the Offy, which has dominated the 500 for years. And they import a foreigner to do it!

Several years ago a famous British critic wrote: "America's contribution to the motor car has been to make it cheaper, nastier and more frequent." That was only half true when written and is less than half true today.

But what improvements have been made during the past 10 years --- and there have been many --- can be ascribed chiefly to European influence and competition, which forced Detroit to give us, among other things, sensible-sized compacts with stick shift and bucket seats. And less chrome.

If that ain't foreign influence, what is it?



HOORAY FOR HOFFA—Check the sponsor of 7015cc Kurtis-Pontiac Spl. driven to victory both days by Bill Boldt at USSCC Pomona races Nov. 17-18. He averaged 79.80mph for the Sunday 20-lapper.

Pomona Races

(Continued from page 2)

Healey for the 1st time) coasting across the finish line with a broken main drive gear for 2nd overall and 1st in class. He did well for the 1st out in the car. Ted Block, Sunbeam Alpine, was 3rd.

Other overall winners were Stanley Schaeffer, Lotus 7; Rick Paddock, Lotus; Barbara Nieland, Lotus Super 7; Duane Jones, Fiasco Jr. Spl., and Mike Stephens, Corvette (novice).

Races were staged by the USSCC and there were some 4500 people on hand. Drivers of the rival club generally supported the race, but some held out.

—GVV.

(Course---1.85mi.)

NOVICE, 10 laps. 14m53.1s---1. Mike Stephens, Corvette, (74.6mph); 2. Al Gunter, Corvette Sting Ray; 3. J.W. Hicks, Austin-Healey, Xp. Gunter; Ap. Stephens; Bp. Dals Stewart, E-Jaguar, (17th oa); Cp. Harold Shumway, Jaguar Spl., (11th oa); Dp. Walter Bischoff, Austin-Healey, (7th oa); Ep. Hicks; Fp. Al Besgrove, MGA, (4th oa); Gp., D.L. McGrew, Alfa Romeo, (8th oa); Hm. Kermit Johnson, Crosley Spl., (20th oa).

FORMULA, 10 laps. 15m35.8s---1. Duane



BIG PRODUCTION car race both days was won by Doug Hooper, driving Mickey Thompson's new Corvette Sting Ray. Sunday, he also entered the main event for modifieds, taking 3rd behind Boldt and Ak Miller.

MOTORACING Photos by Rafael Palomar

Viking Mk. III, Hm, Paddock; Sedans, Dewey Christensen; VW, (4th oa).

GH PROD, 15 laps, 23m52.3s---1. Stanley Schaeffer, Lotus 7, (69.81mph); 2. Serge May, Lotus 7; 3. John English, Alfa Nothing Spl., Gp, Schaeffer; Hp, George Cheyne, AH Sprite.

DEF PROD, 15 laps, 22m47.3s---1. Ken Gardner, Alfa Romeo, (78mph); 2. George Cheyne, Austin-Healey; 3. Ted Block, Sunbeam Alpine, Dp, Cheyne; Ep, Gardner; Fp, Block.

ABC AND X PROD, 15 laps, 21m0s---1. Doug Hooper, Corvette Sting Ray, (78.75 mph); 2. R.H. Guldstrand, Corvette; 3. Don Meline, Corvette, Guldstrand; Cp, Robert Kirby, Porsche, (4th oa); Xp, Hooper.

CDEFG MOD, 20 laps, 27m50s---1. Bill Boldt, Kurtis-Pontiac Spl., (79.8mph); 2. Ak Miller, Devin Ford; 3. Doug Hooper, Corvette Sting Ray; 4. Bob Edmison, Lister-Corvette; 5. Bill Watkins, Cooper Climax, Cm, Boldt; Fm, Watkins; Gm, Gary Beltel, Elva Mk. VI, (7th oa).

ABC AND X PROD, 15 laps, 21m0s---1. Doug Hooper, Corvette Sting Ray, (78.75 mph); 2. R.H. Guldstrand, Corvette; 3. Don Meline, Corvette, Guldstrand; Cp, Robert Kirby, Porsche, (4th oa); Xp, Hooper.

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RACING NEW BMC cars were these top drivers. Back row, from left: Denise McCluggage, Pedro Rodriguez, Innes Ireland, Ronnie Bucknum and Dan Gurney. Bottom row: Rodger Ward and Jack Flaherty. The great Juan Manuel Fangio appears on Front Cover and elsewhere on this page.



MOST COLORFUL attraction was England's Stirling Moss, who was the starter but spent most of his time, as usual, checking the feminine talent. Here he interviews Miss BMC. Only Moss, recovering from two eye operations and injuries from a crash last spring, learned her real name.



PRESS AND BMC-Hambro dealers take in the action from a slope at the beautiful and historic San Carlos Ranch in Carmel Valley, Calif. Here one of the top drivers flies by in the new MG (Float-on-Fluid) Sedan.



Austin-Coopers Blitz Along in Enchanting Setting



Juan Manuel Fangio, Pedro Rodriguez and Rodger Ward



INDY WINNER Rodger Ward whips on the inside at last turn of the 1-1/4 mi. to overtake Innes Ireland of Scotland and triumph in the race for the Austin 850s. J.M. Fangio was 3rd, then Ronnie Bucknum.

Motoracing Photos By Gus V. Vignolle

Greenblat and Faris Elected

SAN FRANCISCO, Nov. 23---Sandy Greenblat of San Rafael last week was elected to succeed himself as regional executive of the San Francisco region of SCCA for 1963. Greenblat took over the office of R.E. at midpoint in the 1962 season when Elmer (Red) Faris resigned in a dispute with SCCA Area Governor of Ray Altman.

With the powerful Racing Drivers Club, the other No. Calif. club concerned with racing, their election was essentially a pro-and anti-Altman battle, with Faris edging Altman's man, Larry Albedi, by a mere five votes for the 1963 presidency.

Isca Rally Dec. 8

ISCARA's Complete Confusion V, a NCSCC Championship variety rally, will be held Dec. 8, starting at 7:30 p.m.



WHAT IS THIS?--There was some levity as race greats demonstrated the new BMC machines. Austin-Cooper farthest from camera is going in right direction, and a 3rd is going sideways, hoping to take a short cut by slicing across the field. The GP pilot from Scotland, Innes Ireland (who flipped a car for the 3rd time--he did same at Lime Rock and Mosport BMC exhibitions earlier this year), is notorious for avoiding the long way around.



Rally... Round

FLASH! AHOC has finally put forth some news on Sundown V, the December Championship. It'll start at Norm's, Sunset & Vermont in Hollywood at 8 a.m. on Dec. 9. It's an 8hr., 250mi. rally with JERRY WILHOIT as rallymaster. For entries call MARGE GIVENS, at HO 7-7577 or Jerry at NE 9-4534. . . . The CAR Friday Nighter on Dec. 7 is one you shouldn't miss. They'll have all sorts of lush door prizes (not booze, Elmer) in addition to the usual stack of trophies and besides, this one is on the house. Just their way of saying their thank you for the support they've had all year. This one will start at Oscar's, Sepulveda & Sherman Way . . . It's good to report that CLYDE TRAVIS is back in circulation again and driving his "mobile check point." This is the darndest looking vehicle in town, bearing a close resemblance to an LCI left over from World War II. He hopes to be rallying a few months from now. . . . Ask WAYNE BROWN and AL ROSENHECK why they took their 10 minute break on Encore Booster parked in front of a "No Parking at any Time" sign. . . . LIBBY WINZER reports that entries are coming in fast for RAL's Pro Am rally on Nov. 25. Seems that rallyists go for cash prizes. Starts at Stonewood shopping center, Lakewood & Firestone, 9 a.m. Call Libby at PO 2-5735 for reservations

Two Girls Stun In Argentina!

(continued from Pg. 1)

it was over, there were four deaths and seven seriously injured.

Incredibly, Ewy and Ursula averaged 78.84mph, a record. Last year's winning duo of Schock/Schick averaged 75.34 mph in a Mercedes-Benz, and in 1960 the winning average was 71.9mph.

This famous Argentina road race for touring cars had one day of rest in between its six stages. The course was from Buenos Aires, zig-zagging over most of the country and winding up back at the Autodrome here.

Particularly tortuous were some of the passes of the Lower Cordilleras and roads high in the Andes that twice soared to over 10,000ft. and various times up to 6500ft. Even over this grueling stage the Swedish girls averaged a fantastic 47.2mph.

Earlier in the going, over fast good roads, they averaged 99.41 mph for several hundred miles. Then, suddenly, they blasted from this terrain into quagmires along desolate tablelands.

Of the four factory Mercedes-Benz entries, the girls were the only ones to finish.

There were many accidents due to the waterlogged roads during the opening 536mi. leg. The Mercedes 300SE of Bohringer/Lang wound up in a water-filled ditch. Despite these

Lockheed's Sleigh Ride will be among the better SCCSCC opens this year. It won't fracture your think tank, but will keep driver & navigator interested and busy for some 5 hours. Oscar's, Sepulveda & Sherman Way at 8 a.m. is the start, on Dec. 2, Finish will be the Steak Ranch on 101 at Las Virgenes Also on the 2nd is Twin Valley's Rally de Noel, the final '62 NCSCC championship, starting at Lucky Lanes, 1620 Railroad Ave., Livermore. Rallymasters are HAL SCHELL (last year's State points champ) and BOB LEE Nite Flite will not run in December as the third Friday falls on Christmas week-end. They'd probably get a turnout anyway. Rallyists will rally any day in the week if given a chance Corvettes, Ltd. are planning a big rally early next year for Corvettes and that great American sports car, Corvairs (that's what the feller said) Nominations for 1963 leaders of SCCSCC will be in order at the December meeting as well as the one in January. If you have a candidate in mind, be there or instruct your senior delegate We just discovered we carefully tore the current month off the calendar. Just don't need the next two weeks, perhaps? . . . Haven't even run Queen Bug and already, we're slightly confused. If we survive that one, and our language is printable, there'll be some sort of report.

conditions, the girls averaged 88mph.

At the end of the first leg, the former Argentine road racing star, Carlos Menditeguy, was disqualified for driving his M-B 300SE 70sec. after the officially-prescribed time into the "parc ferme."

During the opening leg, the Argentinian, Jose Antelo, was killed when his Chevrolet Impala crashed.

There were two more deaths during the second leg---Federico Jorge Cooks of Argentina and Hermann Kuhne, a German. The latter's car hit two goats while going 115mph, flew off the road and rolled many times. His co-driver, Manfred Schick, was injured.

Only 139 cars were left at the end of the second leg.

Volvos offered the greatest threat to the girls practically all of the way. They finished 2nd (Boris Garafulic), and 3rd (Atilio Viale del Carril). Then came a Peugeot, four more Volvos, a Peugeot and Alfa Romeo for the first 10 places of the 43 finishers.

Elapsed time for Rosqvist/Wirth was 34h51m03s as compared to 37h59m28s and 38h28m01s for the 2nd and 3rd-place Volvos.

Class winners and overall position were: Mercedes-Benz (1st), Volvo (2nd), Peugeot (4th), Alfa Romeo (10th), Auto-Union (15th), Panhard (26th), Issard (29th). The Mercedes was the biggest car of the seven categories.

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Slalom Column

By
DENNIS
McCOSH

Another successful slalom season is over in spite of the various problems for which no one seems to have permanent solutions---lot availability, apathy of former active clubs and drivers, inequalities in classing and scoring Championship points, etc. Six events were held as SCCSCC Championship slaloms, while three others were scheduled but failed to take place. The loss of these three events was due more to club apathy than anything else. The way to fill the calendar seems to be to have some clubs sponsor more than one Championship event per year.

This year's results were quite similar to last year's, with ROCA and Pacific dominating all categories and teams, and with individual standouts from other clubs. As expected, Pacific, with its depth, led all clubs in total attendance, 29 drivers, and total points, 7069.7. ROCA had 16 drivers and 4259.7 points. ROCA won the seven-car team award with three wins to Pacific's two.

MAL DOHERTY, three-time sports champion, almost made it four, finishing second behind CLIFF GILLAN. WALT STONE and WALT HARPER again finished near the top this year. MARY ROUEN and RUTH DOHERTY narrowly unseated last year's women's champion, BETTY HUSTON. LEE and TERRY KELSO made it two years in a row in sedans, and DAVE LEHMAN took his third consecutive modified top spot.

1962 STANDINGS:

SPORTS --- MEN		
1. Gillan	ROCA	600.0
2. Doherty	Glendale	535.2
3. Stone	Pacific	515.1
4. Harper	LBMG	513.0
5. Lister	Pacific	444.1
6. Newton	Pacific	430.5
7. McCosh	Pacific	408.7
8. Flynn	ROCA	355.4
9. Huston	PAC	355.0
10. Reed	SCMG	344.5
11. Evans	Pacific	315.8
12. Rodemsky	PAC	305.1
13. Van Duse	SCMG	297.7
14. Barmore	SCMG	296.5
15. Garland	SCMG	290.6
16. Alexander	Pacific	283.9
17. Hartung	PAC	251.0
18. Ross	AHOC	244.1
19. Potter	ROCA	239.6
20. Clock	AHOC	234.6
21. McKeever	ROCA	228.6
22. Danon	SCCC	177.3
23. Ankeny	Northrop	165.7
24. Everts	CSC	164.8
25. Dow	Lockheed	162.2
26. Johnson	Glendale	156.7
27. McCarty	SCMG	151.9
28. Thacker	AHOC	150.5
29. Eddy	SCMG	148.4
30. Kerrigan	AHOC	137.9
31. Kamiya	Northrop	135.0
32. Wilcox	SCCA	128.8
33. Johnson	SCMG	121.8
34. Copeland	Pacific	115.7
35. Chaitman	Pacific	114.6
36. Barron	Pacific	111.1
37. Burns	Pacific	106.6
38. Smith	Northrop	104.8
39. Anderson	POC	97.5
40. Crain	SCMG	92.6
41. Horn	POC	88.4
42. McFarlane	Pacific	83.3
43. Schroder	SCCA	81.2
44. Fietzsch	Northrop	79.9
45. McCormack	PAC	79.5
46. Elston	POC	78.7
47. Funston	Orange County	74.1
48. Edge	CSC	69.7
49. Green	Northrop	68.4
50. Rosenberg	Pacific	66.1
51. Atkinson	Arrowhead	61.4
52. Larson	PAC	58.9
53. Gentry	POC	58.4
54. Frith	Pacific	57.6
55. Moorer	SCMG	57.2
56. Vandersande	ISCARA	57.1
57. Kirkley	ROCA	54.8
58. Carnahan	Glendale	52.6
59. Durban	Compton	49.3
60. Marsh	Pacific	47.4
61. McGrew	AHOC	44.6
62. Serrazza	AHOC	42.7
63. Roberts	Poc	41.9
64. Trodd	LBMG	41.8
65. Carillo	CSC	41.3
66. Capicotto	Northrop	37.8
67. DeMarco	CSC	34.2
68. Davidson	POC	33.6
69. Bivens	Pacific	30.2
70. Heydon	South Bay	29.6
71. Flize	USSCC	26.8
72. Lodico	AHOC	26.1
73. Atkinson	Hughes	26.1
74. King	PAC	24.9
75. Stewart	ADSCC	24.8

76. Berreth	LBMG	21.7
77. Stickley	FCCA	21.1
78. Harris	AHOC	18.2
79. Zoloz	Pacific	15.6
80. Brown	Pacific	14.8
81. Tubbs	ADSCC	13.5
82. Lagano	AHOC	12.1
83. Morrill	ISCARA	8.6
84. Baber	Pacific	8.2
85. Zuber	CSC	6.3
86. Russell	LBMG	6.3
87. Uphoff	POC	6.2
88. Barry	Arrowhead	2.8
89. McReynolds	Northrop	2.3
90. Short	Arrowhead	1.0
91. Lawrence	ISCARA	.9

SPORTS --- WOMEN

1. Rouen	Pacific	593.5
2. Doherty	Glendale	588.1
3. Huston	PAC	585.3
4. McCosh	Pacific	581.6
5. Johnson	Glendale	575.7
6. McCarty	SCMG	535.9
7. Beauchamp	Pacific	307.8
8. Hatfield	Pacific	234.0
9. O'Connor	SCMG	216.7
10. Roberts	NASCAD	129.9
11. Nieland	Pacific	122.6
12. Bishop	Pacific	107.8
13. Fielder	Pacific	105.7
14. King	PAC	96.5
15. Mayer	AHOC	89.2
16. Propp	AHOC	89.2

SEDANS --- MEN

1. Kelso	Pacific	556.0
2. Morville	Pacific	436.5
3. Whiteside	ROCA	436.0
4. Coops	Glendale	39

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Penske Again!

SAN JUAN, P.R., Nov. 12—Roger Penske of Gladwyne, Pa., driving the controversial Cooper Spl., won the first Gran Prix de Puerto Rico on the tight 1.7 mi. course in nearby Caguas.

Penske completed 90 laps during the two-hour race, finishing three laps ahead of the Cooper Monaco of Tim Mayer of Dalton, Pa., SCCA Formula Jr. champion currently stationed with the U.S. Army here. Penske's average speed was 76.5 mph.

Starting from the pole position in a field of 12, Penske took the lead on the first turn and never relinquished it.

Dan Gurney of Costa Mesa, Calif., in a Porsche RS8, was third overall and first in the

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ECONOMY CAR NEWS

(continued from Pg. 2)

he tightened up a few gaskets, and said it seemed okay. (That was the last of my troubles with the speedometer, but not the oil.)

"I'll give you a plug in MOTOR-racing," I said, glad to have been tended to so promptly. "Please don't," he begged. "We have all the business we can handle right now." His name is Irving Kunce, and he runs the garage with his nephew. They prepare cars for racing and the American Grand Prix poster of the then upcoming race at Watkins Glen was prominently displayed.

It took me an extra day to reach New York, but I didn't care. The foliage had completely turned in the Appalachians area, and I could not have chosen a more beautiful time to have come that way. You see vast panoramas of neat white farm houses and red barns surrounded by rolling fields and groves of red, yellow, purple and gold trees and bushes.

I finally emerged just off Times Square via the Lincoln tunnel about 6 p.m. and that's where my driving troubles began. I was to stay with a Dutch girl friend who lives in the Village.

It was inevitable that I finally end up on a one way street going what was for me the right way, but the wrong way for the street. I made my faux pas right in front of one of New York's finest, and he was immediately at my side.

"Lady," he boomed, "I gotta give you a summons."

I hastily explained that I knew I had turned wrong but hadn't been familiar with the street since it was a long time since I had been in New York.

"You from out of town?" he asked.

I admitted that I was from Los Angeles.

"You drove all the way here? In that little thing? Alone?" he added, looking at me and my Volks contemptuously.

I admitted that I had.

"Lady," he said. "You see that squad car in front of you? Well, follow it around and get headed in the right direction. Then get out of my sight before I see you get killed."

"Can you tell me where..." I began, wanting to ask him where a parking lot was, but he cut me off.

"And I don't want no more conversation!"

I did as I was told, finally found a parking place, near Waverly Square and presented myself at my friend's apartment. There was now an empty parking space in front of it.

We moved my car there long enough to unload my luggage, then came back down just in time to see the Volks being pushed a few feet forward by a pair of New Yorkers in a Detroit car.

"If you will just be patient," I snapped. "You can have the whole space."

Whereupon, I put my car into a garage to which I was directed by my hostess and that ended my attempts to drive in New York City.

Nothing could ever induce me to own, drive, or attempt to park a car again in New York City. Other persons may recall the city for its Empire State Building, the Statue of Liberty, and Central Park but I am just reminded of narrow streets chock full of lumbering trucks, taxis with shrieking horns, and imported cars, most of which have dented fenders.

(To be concluded next issue.)

VIGNETTES

Continued from page 3

his house, then was heading for London and home.

3:30 p.m.—Someone points to JIM CROW of COMPETITION PRESS and asks: "How come that man over there is sober?"

3:13 p.m.—Jim Alexander warns everybody the busses will leave for the airport at 3:15 sharp, and the plane will take off forthwith. (Baby, that means it's rugged udder if you miss the bus way in the hellingone where we are now.)

3:15 p.m.—The busses take off in a cloud of dust for the airport. Three people who should have been in one of the busses but were not — Photogs Phil Bath and DON GOODWIN and this youthful reporter.

3:22 p.m.—Bath, Goodwin and I were wondering if the Oppenheims would put us up for the night when I spotted JIM PARKINSON of the Sunset Strip's Italiano Motors. He was starting down the winding road with his beautiful wife in a Jaguar sedan. I sprinted madly after the car. I must have flown a half mile before I nailed him. It was awesome—running that distance with three cameras around my neck. Bath and Goodwin finally caught up. Parkinson raced like the good race driver he is to the airport.

DAN GURNEY IS THE LAST ONE ABOARD

They were pulling the ramp away from the airplane when we arrived. But they let us on.

3:25 p.m.—We are on the runway ready to take off when the plane heads back to the loading dock. "What the hell is this?" the bleary-eyed assemblage protested. The tower had radioed that there was still another passenger—Dan Gurney. We picked him up and took off.

3:45 p.m.—"What will you have?" The voice was from those beautiful stewardesses of Standard Airlines, Jody Metzen and Ann Leighton. Nobody asked for a ham sandwich.

5:05 p.m.—Arrival at Long Beach Airport and part of the contingent departs.

5:24 p.m.—Departure for Lockheed Air Terminal, Burbank.

5:38 p.m.—Arrival at Burbank.
5:39 p.m.—End BMC-Hambro Operation 850 Plus, the freeloading to end all freeloading. (previous highs: the time JOHNNY GREEN of Renault added a special car to the LA-SF train to take the scribes north for introduction of the Caravelle; the opening of Chic Vandagriff's Hollywood Sport (eq) Cars; and the opening of Jim Parkinson's Italiano Motors).

WEDNESDAY, NOV. 14

Morning and afternoon—Trying to get out from under a mountain of mail and copy...and the phone going like crazy.

11:55 p.m.—I arrive at the Disneyland Hotel for the start on the morrow of the 1963 West Coast press road-test of Chrysler, Plymouth, Imperial and Valiant cars and rally to Palm Springs as guest of C.E. BRIGGS, corporate vice-president and genl. mgr. of Chrysler-Plymouth.

THURSDAY, NOV. 15

7:00 a.m.—It's 7 o'clock. Breakfast will be served in the Oak Room at 7:30." What—again?

8:25 a.m.—Rally instructions from DUANE ALAN, rallymaster, and SCOTT HARVEY, course marshal.

8:45 a.m.—Rally begins.

9:45 a.m.—Arrival at Riverside Int'l. Raceway.

10 a.m.—Press guests compete in a gymkhana (won by JOHN LAWLER, book editor of PETERSEN PUBLICATIONS, in an Imperial Crown 4-door hardtop); a 47 mi. avg. 2 mi. run over the course (won by WM. ELLIS, editor of MOTORLAND magazine of San Francisco, in a Valiant Signet 2-door sedan); and quarter-mile drags (won by JERRY DIAMOND, SF EXAMINER, in a Plymouth Sport Fury 2-door hardtop.)

12 Noon—Wondrous hot Chuck Wagon luncheon at trackside.

12:30 p.m.—Demonstrations runs of the new 1963 Plymouth Superstock 426 drag cars. (They go like hell.)

1 p.m.—Rally to Palm Springs is resumed. (I am the hapless navigator in a Plymouth 4-door hardtop with Driver BRUCE KERR, auto editor of the VALLEY TIMES).

3:10 p.m.—Kerr & Vignolle, in a Plymouth 4-door hardtop, are hopelessly lost. This was the 2nd-leg instruction: "Watch for sharp left then right turn at large bushy tree. Tree is directly in front of you." We turned right. It should have been left. We wound up in Otumba, 50 mi. off base.

4:30 p.m.—Arrival Ocotillo Lodge, Palm Springs. A great greeting from R.L. (BOB) NORWOOD, publ. mgr. of the Western News Bureau.

6:10 p.m.—Cocktail party and Western steak-fry with Chrysler-Plymouth dealers at El Mirador. Check with MIKE HAMILTON on the Palm Springs talent.

FRIDAY, NOV. 16

8 a.m.—Breakfast at Ocotillo Lodge.

9 a.m.—Press introduction to the 1963 Chrysler 300J (We drove this muther back to LA), Canyon Country Club.

(There were a lot of meetings, test drives, cocktail parties and a talk by LYNN TOWNSEND, president of Chrysler Corp., but, honestly, it is a blur now and tough to recall. Honest, anyway.)

SATURDAY, NOV. 17

8 a.m.—Breakfast at Ocotillo Lodge.

9 a.m.—Check out and departure for Disneyland Hotel to pick up our cars.

P.S.—The rally was won by HARRY FRAZEE, auto editor of the SAN DIEGO UNION-TRIBUNE, and BRUCE GRANT, auto editor of the SAN BERNARDINO SUN, in a Chrysler New Yorker 4-door hardtop, with an error of 4m25s. 2nd: BOB GREEN and RAY BROCK of HOT ROD magazine, Plymouth Sport Fury Convertible; 3rd: WM. ELLIS, MOTORLAND magazine, and FRANK WALTER, Plymouth-Valiant Engineering.

SUNDAY, NOV. 18

10:30 a.m.—Arrive at LA County Fairgrounds in Pomona to cover USSCC road races.

4:30 p.m.—Leave for LA and dinner at Blarney Castle, where RUDY CLEYE of Mosca Espanola fame popped the news that he's expanding his food-booze dispensary to include a spanking new Sports Car Room. Should be interesting.

Now, sir, how the hell can you get a paper out following this kind of a deal? Mama Mia!

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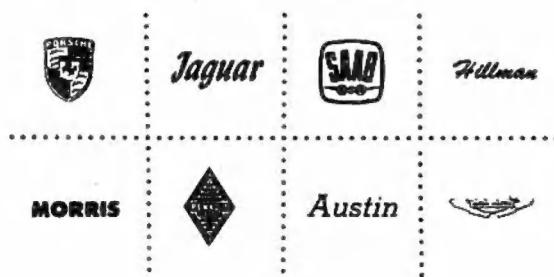
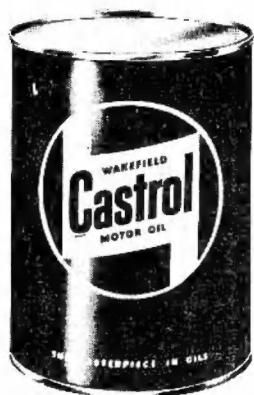
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